

## ROMANIAN RAILROADS, PORT OF CONSTANT, AND DANUBE NAVIGATION

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1 The Romanian Railroads -- The Assistant Minister of the Department of Romanian Railroads presided over a meeting held on the 12th of this month and attended by all the technical advisors (Romanian and Russian) of the various services of this department. The following points were discussed and decided upon:

a The study of a new railroad line ordered by the Russian authorities. This line is to go from Floesti via Titu to Videla (on the new Bucharest-Bocsiari-Craiova line) where it will join the line going to Giurgiu. The Romanians point out that they do not have the necessary material but the Russians insist that the work be started at once, making their customary promises of supplying vast quantities of material.

b Laying of Russian-gauge tracks. The Assistant Minister announced that the work of making the Balneus-Sighet line suitable for Russian rolling stock has been finished. Most of this line runs through Russian territory.

c Improvement of the northern line. The Russians demand that the work on the Iasi - Craiova line (via Damnesti, Vatra Dornei, Dej, and Cluj) be hurried. The Russians want the line to be able to operate

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a capacity of 22 trains in 24 hours. The Assistant Minister said that the Germans reached this figure in 1940 - 41.

d Protection of freight cars from bombing. In order to avoid the destruction of large numbers of freight cars from aerial bombings, it was decided to increase the capacities of some of the present sidetracks and to build new sidetracks, especially in the vicinity of factories and plants.

At the same time that the Department of Rumanian Railroads announced the resumption of freight traffic on the normal Halmou-Sighet line, it also announced regulations for transshipments at Halmou or Valea Viscului. Fragile articles, explosives, uncrated goods, freight requiring special handling, ill-smelling merchandise, and petroleum products and other liquids in tankcars must be transhipped by the consignees or consignors without paying transshipment charges. Other merchandise is transhipped by the Rumanian railroad and the transshipment charges are included in the freight rates.

## 2 Concentration of the Administrative Services of the Rumanian

Railroads in Bucharest -- All of the personnel of the General Administration of the Department of Rumanian Railroads are now centralized in the large block of buildings opposite the North Station. The Assistant Minister of this department, the engineers, and the technical advisors are included in the personnel which is housed here.

The arrival of Russian technical advisors, who will be assigned to the various services of this department, is expected this week.

Rooms equipped with armor-plate doors, telephones, and even low-power radiotelephone receiver-transmitters, are being built in the basement. The basement is also being stocked with cases which purportedly contain canned food.

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Certain regular freight trains, which up to now have not been operating because of lack of freight, are now loaded with supplies for the army and sometimes with munitions. Since these trains maintain regular schedules, there is nothing to call particular attention to them.

Russian interference in the railroads -- All of the Russian civilian technical advisors, who were in the various services of the General Administration of the Department of Rumanian Railroads in Bucharest, left their posts and returned to Russia last week. These technical advisors were all former department heads of the Russian railroads. The technical adviser attached to the traffic department of Bucharest was formerly passenger traffic manager of the Odessa station.

On Monday, 11 April, a uniformed major of the Russian army arrived at the General Administration in Bucharest and immediately took charge of passenger traffic of the Rumanian system. Other officers are expected momentarily for the other services.

3 Railroad Repair Shops at Cluj -- The Cluj repair shops have a capacity of 12 locomotives and 70 cars every 3 months. Cluj is only a Class 3 repair station; Class 1 and Class 2 repair stations are located at Bucharest (Crivita), Timisoara, Simeria, Brasov, Pascani, Iasi (Nikolina), and Ploesti-Constanta.

4 Public Works -- Extract from Universul, 16 April 1949: The 1949 State Plan calls for a broadcasting station to be built at Timisoara. The preliminary work has been completed and preparations for the actual construction are under way. At the present time, an experimental station is operating daily from 1400 to 1600 ~~and from~~ 2100 to 2200.

Extract from Santia, 21 April 1949: The construction of an 80-meter, reinforced concrete bridge over the Jiu River at Vadani-Turcinești, in Gorj Judet, was started on 1 January 1949. At the present time, the foundations and the piers of the bridge have been finished.

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5 Activity of the Port of Constanta from 1 to 30 April 1949 --

Various Soviet freighters have arrived at Constanta to load and unload merchandise under the existing Soviet-Rumanian trade agreements.

2 freighters discharged a total of 4,000 tons of raw cotton and 500 tons of cotton seeds

1 freighter discharged automobile parts, paraffin, and 500 tons of superphosphate

1 freighter loaded 4,000 tons of cement

1 freighter loaded 3,500 tons of wheat

2 freighters loaded 4,000 tons of wood

Soviet oiltankers load about 100,000 tons of petroleum products every month.

Other foreign freighters arriving at Constanta included:

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1 freighter discharged 3,500 tons of creosote

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The Rumanian vessel Transylvania made 2 trips from Constanta to Marseille. On the first trip she carried 500 Polish and 500 Czech Jews to Haifa and on the second trip 550 Czech and 50 Rumanian.

6 Navigation of the Danube River -- Fetesti -- Two weeks ago, the numerous tows which had been seen on the Danube for the preceding fortnight have ceased. The barges, coming from the north, must have passed

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through the Iron Gates. The barges and tugs were certainly Hungarian and manned by Hungarian crews; on some of the tugs there were armed Russian soldiers. It has been impossible so far to determine the nature of the cargo of these tows.

The traffic may have been stopped, for the time being, because of the low water level. The daily number of barges was from 25 to 30.

There has been a slight increase in river traffic on the Sulina-Braila sector of the Danube by vessels other than Soviet or of the Danube states.

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This is the most traffic that has been seen since 1939.

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